

day, 182 pounds. Officers meeting at 8 p. m. Both officers and men need jacking up. Talked very plainly and emphatically to officers regarding their duty to their men and need of maintaining discipline. Officers are willing but are not yet seasoned.

*May 31, 1918, on Transport Talthybius, Friday.* Slept in my outer clothes last night and will probably do so until we reach England. Entered (Halifax) Nova Scotia harbor this a. m., about 5:30 o'clock. Beautiful, nearly land-locked harbor. Well fortified. Inner harbor protected by log nets stretched across to protect from submarines. These are closed at night. Anchored in upper bay (Bedford Bay) with five other transports. At 12:30 men visited by Major Tefft of Medical Department, and Mr. Cline, representing Quartermaster Department. Inspection satisfactory. Two men sent ashore on account of illness (gonorrhea), reducing number to 1,286. Major T. and assistants took dinner with us. Have arranged for mail to leave boat at 4:30 p. m. Nearly all are writing farewell notes. Had a short visit from Col. E. G. Markham of the 303d Engineers. There are fourteen boats in convoy. British cruiser will convoy us several days before we are joined by destroyers. Our ship will be the left guide. Probably an eight or nine day trip across. No officers or men went ashore at Halifax.

*June 1, 1918, Saturday, on Transport Talthybius.* Left Bedford Bay of Halifax Harbor at 11 a.m. We are next to last ship in column. Fog delayed our departure about two and a half hours. Now partly cloudy and somewhat misty. On leaving harbor encountered fog bank and we are still in it (3 p. m.). Ships are still in single column. We are No. 13. Fog continued all day. Cleared a little at sundown and we could see eight of our ships, but it soon settled down again. All signaling now is by whistles. No drills, as it is necessary to have it as quiet as possible in order to hear the signals. I am still holding my own, although I have some unquiet feelings. I have been somewhat overcome tonight with the responsibility that I have. I am responsible for the welfare of nearly 1,300 men; and I am conscious of all the dangers we are encountering, of the difficulties of caring for the men in case of a storm, or in abandoning ship. I am trying not to worry and am hoping for the best.